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Hongkong Daily Press.

ESTABLISHED 1857.

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Hongkong, 6th May, 1903. [1331]

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Canton, 1st October, 1903. [1313]

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BIRTHS.

On the 15th June, at Government House, Wei-
hui, Mrs. SWARTZ LOCKHART of a daughter. [174]

On the 16th June, at Macao, the wife of GEORGE
MACKENZIE, I. M. Customs, Lappa, of a son. [174]
On the 13th May, at Woolville, Forlock,
Somerset, the wife of KNOXALD V. AVON, late of
the Sarawak Civil Service, retired, of a son
(stillborn).

MARRIAGE.
On the 2nd June, at St. George's Church, Penang,
EDITH CORNELIA FEEL, to JOHN ALBERT ARTHUR
TOY.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12th June, 1903.

ALTHOUGH it is reasonable to suppose that we shall not again bear of the Scutari-Bagdad Railway as an eligible investment for British capital, the rejection of the German proposals has rather tended to emphasise the need for some more rapid means of transit than exist at present for communicating with our Indian Empire. Coming to look at that scheme anew we can only insist on the instinct that induced its rejection; not only from the fact that we should practically have no control in its management, but that from a British point of view the route selected was of all others the least desirable for the interests, commercial and political, of the entire Empire. Passing, as the proposed line does, through the heart of Europe, its construction would immensely accentuate the disadvantages of our insular position, and the fact that it would pass the entire distance from Antwerp to Constantinople through territories controlled by our keenest commercial rivals could not fail to be turned to our serious detriment, not only commercially but politically. It is not that we object to the possibility of an important trade route being opened up between India and Central Europe, but that the proposed line, so far as it would have any effect in improving the trade of India would do so along a route which would place ourselves

at a serious disadvantage. Practically Germany has the control of all the lines of railway from the North Sea to the frontier of Austria. The Ottoman lines again from Belgrade to Constantinople are likewise under her management, while the line from Scutari to Konisch, of which the extension to the Persian Gulf was the missing link to be closed, is actually owned by Germany, who in addition to the mere working of the line has procured valuable political and commercial advantages therewith. Russia, too, is in inconvenient proximity to the proposed line all the way from Belgrade to the frontiers of Persia; the intermediate territories, in fact constitute her favourite hunting-ground, and have now for considerably more than a century been deliberately and as a matter of settled policy kept in a state of continual unrest, if not of absolute anarchy. However, then, we may regret being forced in this affair of the Bagdad Railway seemingly to act the part of the dog in the manger, there have been reasons at work to justify the instinct of the nation at large in compelling the Ministry to give an unqualified refusal to the approaches of the German Government.

Nevertheless although the scheme, as proposed, must be considered as definitely and irretrievably ended, it has at least had the effect of waking up the usually sluggish Home Government to the importance of the issues. If the Scutari-Bagdad line, even if carried out with the aid of our own capital, present features that we do not care to face, a Scutari-Bagdad Railway made without our aid, and in teeth of our opposition, would be a much more distasteful meal to swallow. For the present the scheme for want of our assistance has fallen through, but we may rest assured that the proposal though scuttled is by no means dead; and it behoves us before it is proposed again in a much more objectionable form calmly to consider the prospect. That a line of railway to India would be of enormous benefit to that country, if in proper control, goes without saying. Our own Canadian Pacific line is an instance of the enormous advantage which a country may derive from the completion of a line, even when at the moment seemingly little called for. Russia has followed suit and thrown down the gauntlet to us in Eastern Asia; and this she has been able to do simply from her possession of a new line of communication in her Siberian Railway. We ourselves are straining every nerve to make it possible to effect the union of Egypt with the Cape by the construction of another transcontinental railway, which shall bind into one the south and north of the African Continent; while our latest Common wealth of Australia is equally bent on crossing the great central deserts which hold apart New South Wales and Western Australia. All these schemes have at bottom the same aim—that of uniting the countries served by shorter and more practical routes with the home country than at present exist. The question of shortening the road to India is thus daily assuming a more important aspect; and equally important, or even more so, is the need that such a route should be in our own control, and not be subject to interruption at the whim of any foreign, and it may be at the moment hostile or unfriendly, nation.

Fortunately the circumstances are not altogether unfavourable. Without perhaps fully seeing its importance at the moment our Government took the opportunity, when Kowet was threatened with absorption by Turkey, to take some unwontedly vigorous steps to keep open communications with the interior of Arabia. The best comment that could have been made on its conduct in the affair came from the most unexpected quarter; Germany actually proposing to make use of our consent of the apparently useless territory for the Persian Gulf terminus of her projected Bagdad line. No better justification of Lord SALISBURY's policy could be desired. But the conduct of the minister with regard to this insignificant spot has had another effect, equally unexpected. It has shown the people of the interior of Arabia that we are not willing to hand them over tied and bound to Turkish misgovernment, and the feeling of friendliness has fortunately been accentuated by our action with regard to Turkish encroachments at Aden. There is no doubt that a line of railway from Cairo to Kowet is from an engineering point of view not only feasible but easy of accomplishment. We know from the late Capt. BURTON's adventurous explorations that the country is not the barren waste, nor the people the uncivilised savages we used to represent them. The suggested line has from time to time been proposed as feasible; but either insufficient was known of the country to be traversed, or the advantage of the line did not present itself. More than all this, the time had not come, and any relations we had with the Arabian tribes were unsatisfactory. Fortunately this last, with better knowledge, is disappearing; and the former is becoming more feasible.

At the V.R.C. this afternoon teams representing the Club and the 1st Cavalry Club will try conclusions at polo.

During the day ended at noon yesterday 10 cases of plague—9 fatal—were reported, bringing the year's total up to 1,193. One was a Portuguese case from Bridge Street; the rest were Chinese cases. Three bodies were found.

The police reported yesterday that on Monday, between five and six o'clock in the afternoon, a steam launch ran into and sank a sampan in the harbour. Its three occupants were rescued from the water by those on board the launch.

"There being considerable doubt as to who is the handsomest man in Penang and the F.M.S.," the *Straits Echo*—the new Penang journal edited by Mr. Cheney Duncan—has started a beauty competition. The recipient of the highest number of votes will receive \$100, of which half has to go to charity.

The British steamer *Clitus* (Capt. McDonald), which arrived here yesterday from Chingkiang with a cargo of ground-nuts, reports that on the night of the 15th inst., about 15 miles south-west of Breaker Point, she passed a steamer towing a large craft, which from its appearance seemed to be a steamer. The funnel and mast were gone.

The British Burma command, which has been vacant since the retirement of Maj.-Gen. M. PROTHROE, C.B., in January last, is to be raised to the status of a Lieutenant-General's employment. The proposal is that it shall usually be filled by an officer of the Indian Army. The first holder of the command is to be Maj.-Gen. D. J. S. McLEOD.

The s.s. *Samshui*, which a Router's telegram a few days ago reported as lost in a hurricane at Manila, has arrived there in safety, though bearing traces of heavy weather. The *Samshui* rescued the native crew of nine of the schooner *Josephine*, which foundered during the storm. The steamer's commander reports many wrecks on the shores of Leyte and Samar.

The following is from the *P. & T. Times*:—The tablet of Confucius has always been duly honoured by teachers and students in the Peking University, but one day lately the tablet was found hanging from the ceiling, and the students were much exercised, declaring that if the Sage had but known himself there was but little chance of success for themselves.

With reference to the statesman, which we recorded yesterday, that General BADEN-POWELL is engaged to Miss DAISY LEITER, sister of Lady CARSON, it seems that the first General BADEN-POWELL heard of the news was when he arrived in England from Amherst last month by the steamer *Kaiser Wilhelm II*. It appears that he has never met the lady in his life.

A Shimomotsu despatch to the *Asahi* states that the British cruiser *Amphitrite* arrived there from Kobe at 6 a.m. on the 4th inst., and left three hours later for Weihsien. A passenger on the steamer *Tremont* photographed the cruiser in the harbour, and being detected was at once arrested and charged with the infraction of the Strategic Zone Law. The offender was being examined by the Moji police when the message was sent to the *Asahi*.

The *Union*, Shanghai, of the 11th inst., says:—Last week four British men-of-war in a string went up the Yangtze. Of late years men-of-war of all flags represented in China have paid frequent visits to the river ports, it having suddenly dawned upon the authorities at home that it is a wise step to show the natives their flags. June used to be the month when pirates delighted to attack foreign property; but they now appear to have come to the conclusion that it is a waste of energy on their part.

Maj.-Gen. AKIYAMA, ex-Commander-in-Chief of the Japanese troops in North China, returning from the continent, arrived at Bakon, Japan, on the 2nd inst. He is stated to have said that both foreigners and Chinese are agreed that the real sovereign power in Manchuria is still practically in the hands of the Russians, even the partial evacuation of Mukden having been only a matter of form. "It will be highly interesting," he added, "to watch how the real evacuation of Manchuria takes place."

At Singapore on the 8th inst., Captain E. SCHIFFER of the s.s. *Duplex* was fined \$100 and costs for not carrying a qualified medical practitioner to attend to the health of the emigrants on board. The captain pleaded that the person chartering the vessel had provided a doctor, and the one he had on board had been recommended by a boarding officer, and held a number of certificates from doctors and the Sarawak Government. Mr. W. Evans of the Chinese Protectorate prosecuted. There were 600 coolies on board.

The Japanese Navy Department is at present engaged on plans for the three battleships and five cruisers, the construction of which was recently approved by the Diet. The plans will be sent to Mr. MATSUO, Naval Constructor Inspector, and Captain IWAMOTO, who are at present in England, and on receiving the report of these officers' orders for the construction of the new ships will be given. It is believed that the builders will be selected from the following British firms, all of whom have previously built vessels for the Japanese Navy—Messrs. Armstrong and Mitchell; the Thames Iron Works; Messrs. Vickers, Sons and Maxim; and Messrs. John Brown & Co.

A Singapore Gold Storage Company, Ltd., has been registered.

Further plague cases are reported from Tokyo and Yokohama.

A new central fire station is to be built at Manila at a cost of about \$70,000.

A Government Gazette Extraordinary announces that Amye has been declared an infected port.

It is expected that a section of the Seoul-Fusan Railway will be opened to traffic on the 1st October next.

The Wei Wu-pu has officially notified the Legations at Peking that all trouble in Yunnan is ended and that the foreigners are under military guards and no anxiety need be felt.

The Maharajah of Bikanir, who was in Hongkong in 1900 and is well known to be one of the keenest sportsmen among Indian princes, has promised to subscribe 1,000 rupees towards the expenses of the tour of an Indian cricket team in England.

The Consul-General for the United States at Singapore, Mr. O. F. Williams, has received a notification from the Washington Government that British Borneo has, for United States consular purposes, been placed under his official jurisdiction, and he has been asked to establish an U.S. Consular Agency at Sandakan.

A Japanese fisherman was netting in a stream at Susaki, Hyogo prefecture, when he noticed a box floating on the water. On examining it he found that it contained six human skulls, a number of hand and foot-bones and some skulls of animals. The bones were carefully packed in newspapers.

Suspicion still being rife that the Peking University students are in league with rebels, says the *P. & T. Times*, their private effects and correspondence were examined, but no incriminating matter was found. In future, however, the incoming and outgoing correspondence is to be censored.

Combing on the establishment of two American coaling-stations in the Pacific ocean, the *Kreuz Zeitung* of the 11th inst., says:—"With the Panama Canal, the Hawaiian Islands, Taito and the Philippines, the United States holds the most strategic points in the Western hemisphere, where some day her supremacy will be indisputable."

Manila is soon to be equipped with a fire-boat which will make the fire department of the city practically perfect. There are many buildings on both banks of the Pasig which would have to be left to the mercy of the flames if a fire should occur. The boat that the authorities are contemplating constructing will cost probably \$70,000, fully equipped, and have a capacity of 8,000 gallons a minute. It will be about 75 feet in length and capable of running up the Pasig under all the bridges.

A special to the *Calcutta Englishman*, dated London, 27th May, says *Rahelais, Mead, Aggfull, and Cope* completed the field at the Derby. The first three jockeys were Maher (who rode Rock Sand also in the "2,000"), Thomson, and Hales. Describing the race, the message says:—"Mead led to the top of the hill, when Rock Sand drew to the front and made the remainder of the running, winning by two lengths, the same distance separating the second and the third. It was a beautiful day and the course was in splendid condition. The crowd was enormous. The King and Queen and the Princess Victoria were present."

The *Asahi* on the 8th inst. received a message from Shimomotsu giving a curious story. It stated that a soldier belonging to the Fourteenth Regiment at Kokura appeared at the Moji office of Messrs. Illes & Co., and asked for an interview with Mr. Rohden, manager of the office, saying that he desired to sell something to him of a very private nature. Mr. Kurata, a Japanese employee, saw the soldier on behalf of Mr. Rohden and asked his business, whereupon the soldier offered to sell the foreigner's plan of the Moji and Shimomotsu forts. Mr. Kurata, after indignantly denouncing the man, gave information to the gendarmerie station, but the soldier had run away before a gendarme appeared in answer to his message. The soldier was traced, however, and arrested, and has been put on trial before a court-martial.

KWANGSI FAMINE FUND.
The Hon. Treasurer acknowledges with thanks the following subscriptions:—

Amount previously acknowledged	... \$39,627.08
Capt. and Mrs. Arbuthnot	25
E. H. Sharp, Esq.	50
Chinese American Commercial Co.	100
Other Chinese subscriptions	1,290.00
	\$41,092.08

THE LOSS OF THE S.S. "PAUL DOUMER."

We are informed that a commission, mostly composed of officers of the French Navy, under the presidency of Mr. REAU, Consul for France, has held an enquiry into the wreck of the French s.s. *Paul Doumer*. After examining the report of Capt. HELEUX and the depositions of the principal members of the crew, it has decided that Capt. HELEUX has strictly followed the rules of navigation and that no fault can be laid to his charge either in the way he managed his steamer or in the way he behaved when the wreck happened. Accordingly, it was decided that he should keep his captain's certificate, this decision to be approved by the Marine Minister in Paris in due time.

TELEGRAMS.

REUTER'S SERVICE.

THE SELVIAN ASSASSINATIONS.

LONDON, 14th June.
Karageorgevitch, who has been interviewed at Genoa, deplores the bloodshed at Belgrade and the army's share therein and declares that he himself is innocent of the whole plot.

Serbia is quiet. All prisoners for political and Press offences have been released. After the election of a King to-morrow, the Skupstina will adjourn until the arrival of the King, who will form a new Ministry.

RE-INFORCEMENTS FOR SOMALI-LAND.

LONDON, 14th June.
A Camel Corps, consisting of two British officers, 1,321 camels and 500 drivers, leave the Punjab shortly for Somaliland.

ITALY.
LONDON, 14th June.

The Italian Cabinet has resigned.

PEKING.

PEKING, 9th June.
DEMONSTRATION AMONG THE OFFICIALS.

It is impossible to imagine a more complete demoralisation existing than that which subsists among the officials of Peking, and the metropolitan provinces of Chili and the province of Shantung. According to a high authority, one of the most eminent Chinese officials, who has hitherto been impossible to approach, is now swayed and intimidated by foreign influence, which render his own inclinations nugatory. Profiting by the experience of the treatment meted out to their predecessors in 1900, the officials decline all individual responsibility, which pertains to the Viceroys. Even the Empress' adoption of every advertised Court innovation is nothing less than an indication of her submission to the weakness she is unable to withstand at present.

Combining on the establishment of two American coaling-stations in the Pacific ocean, the *Kreuz Zeitung* of the 11th inst., says:—"With the Panama Canal, the Hawaiian Islands, Taito and the Philippines, the United States holds the most strategic points in the Western hemisphere, where some day her supremacy will be indisputable."

Defendants in their answers admitted that on 19th April, 1903, plaintiffs shipped on board the steamship *Nanking* three packages of

LATE TELEGRAMS.

VIA CEYLON.

THE ETON TRAGEDY.

London, 1st June.
Two Eton boys were burnt alive at the fire at Kindersley's House. Their names are Home (son of Major Home of the Highland Light Infantry) and Lawson (son of Mrs. Frank Lawson and grandnephew of Sir Edward Lawson). The Earl of Clarendon only escaped by smashing his bedroom window and jumping out. The King sent a message of sympathy. Founder's Day at Eton has been postponed.

THE MAIL CONTRACT.

London, 1st June.

Private intimation has been received in Calcutta that Sir Arthur Fanshaw, the head of the Indian Post Offices, now on leave in England, has declined membership on Mr. Austen Chamberlain's Committee for dealing with the mail contract.

MOROCCO.

London, 1st June.

M. Jonnart, in his speech, declared that France would have preferred to leave the punishment of the raiders to the Moorish Government, but under the circumstances France was perfectly justified in making reprisals.

THE LATE SIR E. HULSE.

London, 1st June.

Sir Edward Hulse apparently committed suicide. He had been suffering from an unhealed fracture of the thigh, sustained several years ago.

A MIDLOTHIAN CANDIDATE.

London, 1st June.

Lord Dalmeny, Earl Rosebery's eldest son, will contest Midlothian at the next election.

ME. CHAMBERLAIN'S SCHEME.

London, 1st June.
Owing to Mr. Chamberlain's speech, Sir Henry Campbell-Bannerman has withdrawn his motion. This is regarded as another instance of weakness, and has divided the counsels of the Liberals who, it is understood, strongly objected to Sir Charles Dilke's motion, as taking the wind out of the sails. An official resolution says that Sir Charles Dilke has refused to yield, and that now Sir Henry Campbell-Bannerman wishes his hands of the business.

[VIA SHANGHAI]

THE SERBIAN REVOLUTION—ANOTHER VERSION.

Berlin, 11th June.

A military conspiracy has broken out in Belgrade. The conspirators forced, with the assistance of the troops, the entrance of the Konak, where the King's bodyguard offered only very little resistance. The conspirators found King Alexander and Queen Draga without clothes in their beds. The King, seeing that he was surprised, shot himself, whereupon the Queen followed his example. A number of aides-de-camp, the president of the cabinet, Mr. Velimirovitch, the minister of war, General Pavlovitch, and the brothers, sisters and relatives of the Queen were murdered, the other ministers arrested. Then the old pretender Peter Karageorgovich was proclaimed King. He published at once a proclamation, thereby re-establishing the old constitution and calling back the dissolved parliament. A new cabinet was formed. The populace is very quiet and received the new cabinet in a sympathetic way. The European exchanges are not alarmed by these events.

Later.

The cause of the outbreak in Belgrade was the proposed return of the half-brother of Queen Draga, named Lutzenkow, who the King intended to nominate Heir-Apparent. The old Pretender feared that the Skupstina would agree to this. Hence he made his coup killing the King and Queen many of their followers, and proclaiming himself King. The populace take the change very joyfully. The streets of Belgrade were gaily decorated all day to day, and there was much rejoicing at the fall of the old regime.—O. Lloyd.

CRICKET AVERAGES.

ARMY ORDNANCE C.C.

Matches played 30; 20 won; 8 lost; 2 drawn. Prizes were presented by the President of the Club to Messrs. J. C. A. Lillywhite and H. R. Skinner for batting and bowling respectively. During the season the Club played the H.K.C.C. once and the regimental team of the Derbyshire Regiment twice; they lost to the H.K.C.C. but defeated the Sherwoods on both occasions. With two of their best men absent they were badly beaten by the E.A.M.C. —

The following also batted:—

R. A. Anscombe, 6 127 42 — 21.16
H. Turner, 4 40 34 — 13.33
S. W. Langley, 6 15 13* 1 3.00

* Signifies not out.

The following also bowled:—

H. Turner, 65.0 5 132 17 7.70
A. E. Hatwell, 69.4 3 183 6 28.00
C. Eutter, 6.0 — 33 2 19.00

THE ABANDONMENT OF VLADIVOSTOK.

Vladivostok, the "Lord of the East," upon which a cool million has been spent by Russia, is no more; the great terminus of the line, as originally planned, has become a branch station, and in a few months the enormously expensive railway between Vladivostok and Khabarovsk will be in a fair way to justify the famous definition "two streaks of rust and a right of way." Dalny is king now. It is necessary to look at the largest atlas you possess. Otherwise the significance of the change of intention will be lost.

AN ICE-FREE PORT.

The icebound Russian Empire, like a huge plant in the dark, has sent out a creeper to the one speck of light there was, and has thought the huge expense of the Siberian Railway as nothing compared to the blessings of an open port. Until this year, for four months of the twelve, a Russian might only leave his country or export his goods by courtesy of another nation. On the north cracked by an icecap, to the south barred by other countries, the end and aim of her policy has been nothing but this—an ice-free port, an ice-free port! The money she has wasted on Vladivostok is of interest because it proves, as no official assurance of hers could, perhaps prove, that she originally had no intention of annexing Manchuria. Vladivostok was a compromise, and nothing else. It was merely less bad than other places. From two to three months of each year it is frozen over, and if Russia had ever deliberately planned her present hold over Manchuria she would never have thrown away the tens of millions of roubles that are represented by the line from the port to Khabarovsk and the line from Tchita to Strelets, fragments joined together by the Amur of an all-Siberian route Vladivostok from the west. The occupation of Manchuria three years ago enabled the Russians to cut off the huge corner involved by this Siberian route, and yet almost at the same moment destroyed the value of Vladivostok by giving them at last their long-coveted ice-free port in Dalny, which is a few miles north of Port Arthur.

THE FUTURE OF DALNY.

Very few atlases as yet mark Dalny. Probably there are not 500 Englishmen in the East who are yet quite sure where it is. But in two years' time Vladivostok, with its great railway station and raw new wharves and warehouses houses and streets, will be relegated to the pages of geography books, and Dalny—the "Far" port—will have thrust itself among the rulers and the points of anxiety of the world. It is the entering of such an appearance on the part of Russia among the Powers of the East, as not the presence of a hundred warships could have effected. Germany's "mailed fist" expedition was but the petulant scream of a child compared with this sudden and silent entrance upon the stage of the Extreme Orient. And Russia knows its importance well enough. There is no hurry about Dalny. Three years ago the twelve Chinese villages that occupy its site at Taliang were swept away and the Governor's house and the church built. Then the streets were marked out for a city of a hundred thousand, and the roadways were made. Hard, smooth ways of cement and macadam, kerbed with granite and planted with trees, they as yet delimit rectangular patches of raw Manchurian veldt, grassless, gritty, and grey, and they end with a suddenness that takes one's breath away. Then the houses began to rise.

LIFE IN A LONDON SUBURB.

This is the extraordinary part of Dalny. The whole of Siberia's buildings, churches, houses, huts, and hovels were probably built at less than half the cost of Dalny. It is no town like Irkutsk—first, a capital of shanties, one-story and wooden. Here the houses, three-storyed stone and brick, red and blue, rise, each one detached in its own little enclosure, each with an iron railing to the street, for all the world like a London suburb. The architecture here is a mixture of Mongolian and Manchurian, the roofs being of the characteristic upcurving type of China with a dragon at either end of the ridge-poles. Above that a twelve-foot false gable, below spring blinds, sashes, and villainous little attempts at ornamentation in imitation stone. Half the houses are empty, but still they go on building, building. There is no doubt as to its earnestness. Four million pounds are being spent on Dalny. Australia will flinch from spending one-third of that sum on its new capital—if it ever builds one. Immense docks are being added to by the building of docks still greater. Dalny is to Port Arthur what Cope town is to Simonstown, and yet there are few in the East who understand that from unknown Dalny the influence of Russia will flow towards till it reaches—

If any man could fill in the gap it would be worth a hundred millions to us.

X. DE WITTE'S CONFIDENCE.

There has been no haste. The railway company (which is the Russo-Chinese Bank, which is the Russian Government, which—in this matter—is M. de Witte) refuse now to sell the land outright to any one. Indeed, they will refuse to sell to the Japanese at all.

In perfect confidence they are building a great city, sure of the support of the Russian Government. Privately they believe that Dalny will be found inevitable, and that at the expense of Hongkong, a centre of trade will be formed here which will link China and Europe together with all the strength of seven days' economy of time. Perhaps? There are many things to be considered before the question is answered. It must be remembered, however, that whether Dalny ever becomes the commercial centre of the Extreme Orient or not, the political and strategic value of Port Arthur, plus the Trans-Siberian Railway, will remain very great, and a permanent menace to our sea power in the East. At present not a twentieth part of Dalny is finished; but the docks grow slowly, and the scaffold-poles of gigantic hotel near them, quite a mile from the existing town, suggest brave confidence that the empty space between them will soon be filled. And it would be a rash man indeed who would assert that that confidence is misplaced. Dalny is to-day as Delhi was a month before the durbar; to-morrow Dalny will have rivalled Shanghai; and the day after—who knows? But we shall hear much of Dalny in the immediate future.—Percival London in the *Daily Mail*.

THE Uraga Dock Company's DIFFICULTIES.

Japanese papers report some strange proceedings at Uraga in connection with the U.S. gunboat contract, say the *Japan Gazette*. The Philippine Insular Government is said to have refused to take delivery of the three boats on the stocks and to have demanded a cash indemnity for failure to comply with specifications; Mr. Tsukahara, President of the Dock Company, is said to have resigned his position on account of these things and to have been followed in this regard by the yard master; half the workmen are reported to have been dismissed and the works are said to be practically at a standstill. The resignations and dismissals of men would be perhaps explainable from a Japanese standpoint which applauds suicide in the face of disgrace rather than to "face the music" which Western ideas regard as the manlier course. But the difficulty of the question lies in the allegation that the two gunboats delivered were found defective by the Philippine Government. How is it possible that defective boats could possibly have been delivered to that Government, when they had first to pass a special U.S. Inspector at Uraga? This point—that there was such an Inspector—has been made very clear, and it would apparently be impossible for defective work to have passed him unnoticed. Japanese papers naturally note this point, and openly allege that bribery and corruption were employed by the Dock Company to secure the concurrence of the U.S. Inspector in foisting poor work on the Philippine Government. Details of this alleged corruption are even given, but there are circumstances that seem to make the story almost incredible.

Such U.S. Inspectors are usually specially selected for the work, and the appointment is deemed highly honourable and responsible and carries a good salary. One of the defects admitted to have been found in the first two gunboats consisted of their large additional draught, the boats being specially required to be shallow-draught for coast work. Now it seems almost incredible that any Inspector would deliberately certify to the draught being, according to specifications when he knew that a practical test in Philippine waters in a few weeks' time would expose the fact that the draught was a foot more than called for and that therefore his certificate was dishonest. Yet that is just what these charges of bribery mean. And if rumour from Manila is to be believed, this matter of excessive draught was not the only defect found in the boats, and Governor Taft is reported to have been stirred to special action in the matter. Another naval inspector came to Japan and is said to have reported condemnably as to the three boats being built at Uraga. Then a special agent visited the dockyard and, after investigating the matter, left to report the result of his enquiry to headquarters. What the result is is not yet specifically known, but it will undoubtedly find its way to the American Government and probably become publicly known. As there is prospect, therefore, that the reputation of Japan in this connection may suffer abroad, it seems in the highest degree desirable that it should be clearly known that the Japanese Government has nothing to do with any actions of the Uraga Dock Company in the premises. This is the first foreign commission entrusted to a Japanese yard and it would be disastrous if any official stigma were attached to what ought to be regarded as a private contract.

GUERRILLA WARFARE IN THE PHILIPPINES.

The Manila American of the 13th June says:—A telegram to Constabulary headquarters yesterday brought the information that on Wednesday night Felizardo's band of Cavite outlaws met with a crushing defeat. The engagement while it lasted was most sensational and the results most gratifying to the authorities. Twenty-four men of the Iloilo detachment under Lieutenant Benson, P.C. struck the outlaws, killing seven, wounding many, and capturing many rifles, revolvers, ammunition, clothing and horses. The lieutenant reports a hard fight and excellent conduct of his men. The full details of the engagement have not been rendered, but it is the belief that Lieutenant Crooke, P.C., who has left for the scene of the fight, will discover more casualties than have been reported.

THE SUICIDES OF NATIONS.

Statisticians and students of the ethics of self-destruction allege that the ratio of suicides in Great Britain to the population is on the increase. This may be the case, but statistics do not go to prove that there has been a great increase also in all civilised countries during the last two or three decades. For instance, in France during the past five and twenty years the numbers went from 157 to 24 per million of population. In Germany it has practically done the same and the proportion in Belgium was only slightly less. In Russia there was no increase. Austria increased by 39 per million, Hungary by 27, Australia by 24, Ireland by 8, Scotland by 18, and England by 15 in the same period. In England the increase during the past fifty years has been slow but steady. In 1860 the number officially recorded was 1,357; in 1896 it was 2,639. Of this latter number 1,971 were men and 668 women, and it is curious to note that such a disproportion is common to almost all countries. The proportion of women to men suicides is greatest in America and Spain, England taking third place with 26 per cent. And it is interesting to note that in England between the years 1887 and 1895 there were over 400 suicides of children under 15 years of age and that of these 76 were girls.

THE FRENCH RELIGIOUS PROTECTORATE.

In the *Revue de Paris* is a curious paper discussing the exact position of those Powers who have undertaken the thorny task of protecting the Christian subjects of the Sultan. The two great Powers most concerned are France and Russia, and the writer, who is apparently himself a Roman Catholic priest, goes very thoroughly into the question of what may be called the French religious Protectorate. It will, probably, surprise even those deeply interested in the subject to learn that during the last two hundred years France considered herself entitled not only to protect her own subjects and those belonging to the Roman Catholic religion, but also all non-Moslems in the Ottoman Empire. Long after the revocation of the Edict of Nantes the French Protestant Colony of Constantinople was directly protected by the French Embassy, as were also the many Italian Jews who had settled in the city. Stranger still, from the sixteenth century both the Jesuits and Capuchins had houses at Constantinople, their object being to missionise, not the Moslems, but the many schismatic sects which had found refuge there. The French Ambassador was considered so powerful that he was constantly appealed to, not only by the Roman Catholics, but by the heads of the Greek Church, and France again and again seems to have interceded on behalf of the unfortunate Armenians. Early in this century the other Powers became aware that, from a political point of view, the Christian Protectorate in Turkey was of importance. Accordingly Austria put in a claim to share the same privileges, a claim which Russia had tried ineffectually to put forward in 1810, when Peter the Great calmly suggested that the keys of the Holy Sepulchre should be taken away from the French religious orders, and handed to a community of Greek priests. After the Congress held in 1815, France, Russia and England arranged, or at any rate suggested, a triple protection. We all know what this collective effort has resulted in and how Turkey has fulfilled her promises. At the present time Austria put in a claim to share the same privileges, a claim which Russia had tried ineffectually to put forward in 1810, when Peter the Great calmly suggested that the keys of the Holy Sepulchre should be taken away from the French religious orders, and handed to a community of Greek priests. After the Congress held in 1815, France, Russia and England arranged, or at any rate suggested, a triple protection. We all know what this collective effort has resulted in and how Turkey has fulfilled her promises. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed., Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS



PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to Sell by Public Auction, for account of the Estates of the late A. S. MCKAY, JOHN McMICHAEL and W. R. JONES.

TO-DAY (WEDNESDAY), the 17th JUNE, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street.

SUNDAY GOODS AND EFFECTS.

Comprising: TEAKWOOD DORMERTEL with BEVELLED GLASS, MOROCCO-COVERED SOFA, TEAKWOOD CHEST OF DRAWERS, VIENNA CHAIRS, TABLES, WRITING DESK, SINGLE IRON BEDSTEAD, SIDEBOARD, CAMPHOR-WOOD and TIN TRUNKS, &c., &c.

A quantity of CLOTHING, BOOKS, WALKING STICKS and ONE RIFLE.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 17th June, 1903. [1736]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for account of the CONCERNED.

TO-DAY (WEDNESDAY), the 17th JUNE, 1903, at 2.30 P.M., at No. 44, LYNDHURST TERRACE,

ONE AMERICAN PRINTING PRESS, ONE PAPER CUTTER, Eighteen LOWER and UPPER CASES OF TYPES, One Case of LEADS, Two Cases BRASS RULES, Five BRASS GALLEYS, Two Cases WOODEN FURNITURE, One RULING MACHINE, One BRASS LEAD CUTTER, Twenty-three WOODEN GALLEYS, a Quantity of TYPES, &c., &c.

(The above will be sold in One Lot only.)

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 17th June, 1903. [1733]

NOTICES OF FIRMS

CHINA COMMERCIAL SHIPMANSHIP COMPANY, LIMITED.

司公有限公司

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD

opposite Douglas Pier.

Hongkong, 1st May, 1903. [1731]

NOTICE.

THE Firm of KIM SENG LEE & CO., of Bangkok, and KIM HONG JOO, of Hongkong, having Dissolved Partnership, the Firm of KIM SENG LEE & CO. gives notice that it will NOT be RESPONSIBLE for any DEBTS contracted by the Firm of KIM HONG JOO from this date nor during the nine years' existence of the Partnership.

KIM SENG LEE & CO.

Hongkong, 11th June, 1903. [1690]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dockers in

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [1186]

ROYAL CERATED WATERS MANUFACTORY.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, TO-MORROW (THURSDAY), the 18th INST., at 1.45 P.M.

FRANK W. WHITE.

Hon. Secretary.

Hongkong, 12th June, 1903. [1694]

THE PEAK CHURCH.

THE ANNUAL MEETING of WORSHIPPERS at the Peak Church will be held in ST. PAUL'S COLLEGE, on

THURSDAY, 18th JUNE, at 5.30 P.M.

BUSINESS.

1. To pass the Accounts.

2. To adopt the Report.

3. To elect a Committee.

F. T. JOHNSON,

Hon. Secretary.

Hongkong, 16th June, 1903. [1720]

FOR SALE.

CHESTNUT CHINA PONY, perfect action; in splendid condition. Can be seen at CHUNG WAH STABLES, Wongnei-chong. Apply by letter to—

LEWIS JAMES, H.M.S. "Tamar."

Hongkong, 15th June, 1903. [1710]

GOVERNMENT NOTICE.

IT IS HEREBY NOTIFIED that the Sale of POSTAGE STAMPS at the Stamp Office will be DISCONTINUED after the 30th INSTANT.

All such Stamps for Revenue purposes can be obtained at the General Post Office.

A. M. THOMSON, Collector of Stamp Revenue.

Hongkong, 10th June, 1903. [1696]

EQUITABLE: LIFE

HENRY B. HYDE, Founder.

"STRONGEST IN THE WORLD."

An Equitable policy contains everything that is desirable in life insurance contract. Notwithstanding the superiority, the rates are no higher than other companies. Write for information.

F. KIENE, Manager.

Hongkong, 21st May, 1903. [1499]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. R.

Care of Office of this Paper.

Hongkong, 16th May, 1903. [1425]

SILENTING.

SURGEON DENTIST,

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

M. R. CHADWICK K.E.W.

DENTAL SURGEON,

No. 32, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 16th June, 1903. [1721]

R. J. REMEDIOS.

FOREIGN and COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO., Agents.

Hongkong, 16th June, 1903. [1737]

15 to 25 per cent Discount Allowed.

WM. POWELL, LTD.

GENTLEMEN'S OUTFITTERS.

28, QUEEN'S ROAD.

THE NEWEST AND BEST OF
EVERYTHING.

FAMED FOR SUN HELMETS.

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LAMBERT & BUTLER'S
FRONTIER MIXTURE.

A PIPE TOBACCO.

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JARDINE, MATHESON & CO.

325

MIDZUSHIMA & CO.
COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: UCHI-HONMACHI, MOJI; MINAMI-AJIKAWA, OSAKA;
AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.

CODE USED: A. I & A. B. C. 4TH ED.

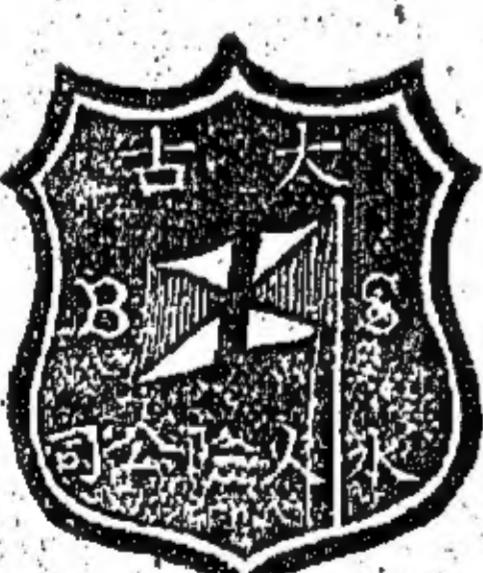
Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries, Maritimes de France, Foreign and Japanese steamers. Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kumanoto and Tenoura Coal Mines. Sole Agents for Kawamian, Komatsugawa, Tenoura, Minamio, Ikojiri and Kumagahata Collieries.

K. UYEMURA, MANAGER

1751

Hongkong, 4th March, 1903.

BUTTERFIELD & SWIRE



Agents

LONDON AND LANCASHIRE
ROYAL EXCHANGE
PALATINE
ORIENT

Hongkong, 10th June, 1903.

CHEONG SHING. GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS,

PRECIOUS STONES, SILKS, IVORY,

WARES, EMBROIDERIES AND CHINESE CURIOS.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & CO.) Hongkong, 16th May, 1903.

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the shipping, boats for Deck and Boilers.

Call Flag W. J. W. KEW, Manager, 1st Floor, 37, Cammell Road, Hongkong, 18th June, 1903.

1703

CARMICHAEL & CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL" HONGKONG, A. B. C. Code, 4th Edition.

A. I. Code.

Lieker's Standard Code.

TELEPHONE, 232.

Hongkong, 13th March, 1903.

1340

WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN & CO.,

14, DES VŒUX ROAD.

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RAYNIER'S PERIL,
A ROMANCE OF THE NORTH-WEST
FRONTIER.BY
BERTRAM MITFORD

(Author of "The Ruby Sword," "Sign of the Spider," "The Word of the Sorceress," &c.)

CHAPTER XXIV.

ON THE BRINK OF THE GRAVE.

When, immediately on leaving his prisoner, Muskin Khan was informed that a believer had been brought in, escorting a woman, veiled, who had come far to communicate with him upon a matter of importance, the Nawab betrayed no surprise, nor did the statement that the woman, although dressed as one of their own women, was a Feringhi, elicit any, either. He coldly directed that they should be conducted to his durbar hall, and, accompanied by his son and Kulendri Khan, he proceeded thither.

Hilda Clive dropped her veil as she came into the presence of the chiefs. They returned her salutes gravely, eying her with the same curious interest as that which she felt with regard to them. What stately men they were, she thought. The very simplicity of their snowy garments and beautifully folded turbans added a dignity from which any barbaric splendour of jewels and colours would have detracted. So this was Muskin Khan, she thought, instinctively recognising the Nawab. He was indeed a noble looking man—and, although cold and stern at that moment, his face was not a cruel one—and the same held good of the others. Surely she would obtain that for which she was here.

And how came it that she was here? Simply one of those strange impressions of pre-destination to which she was at times given. It had been borne in upon her with a vivid and startling suddenness that the missing man was in great peril; so incisive and convincing indeed was this impression as to dispel forthwith the idea that he was a carelessly treated prisoner of war in the hands of a generous and honourable enemy. She, and she alone, had power to save him. All Orientals were fond of money, she had heard—fortunately she had plenty. She would literally redeem him, would buy his release even though it cost her every farthing she had in the world.

The plan once conceived she lost no time in carrying it out. She said no word about it to anybody, for fear of being interfered with, but leaving a note for the Taristans, she started off with Mehrab Khan for the Nawab's stronghold.

The Baluchi had raised no objection. He took it as quite a matter of course that she should require him to accompany her along into the midst of a hostile tribe. So, having adopted the Gularai attire, and being well armed, he had brought her in safety hither.

But now poor Hilda found herself in a quandary at the offset. Her knowledge of Hindustani was of the slightest, and Mehrab Khan's knowledge of English nil. She could make him understand her in ordinary matters, but as an interpreter she feared he might prove of little use. But here aid came from an unlooked-for quarter.

"If you will allow me to be your interpreter, madam, I will strive to convey to my father what you wish to say."

Hilda stared. It was Shere Dil Khan who had spoken, and his English was well-nigh faultless. She thanked him, and then without waste of words set forward the object of her visit. But it was hardly necessary for him to interpret the Nawab's reply. She knew that it was a stern and emphatic refusal.

"Who is this woman, and what is she to the prisoner?" asked Muskin Khan. "Is she his wife?"

This, though more courteously rendered, brought the colour to Hilda's face, and she replied that she was not—but only a distant relation. She thought it was time delicately to hint at the question of ransom.

Delicately—yes—because there was that about these stately chiefs that seemed to render the subject as difficult of approach as though they were Europeans of social equality.

"I know that it is not unusual, Sirdar Sahib, to ransom prisoners of war," she said. "This I am prepared with. Will a lakh of rupees satisfy the Nawab?"

"I cannot put that to my father," said Shere Dil Khan.

"Is it not enough? Well, name your own price." Her colour came and went, and she spoke eagerly and quickly.

"It is not that, but—"

"Well, put it, put it!" returned Hilda, unable to restrain an impatient stamp of the foot. "Put it, I entreat you."

He looked at her hesitatingly for a moment, then complied. A change came over the features

(Continued on page 8.)

When Your Joints
Are Stiff

and muscles sore from cold or rheumatism, when you slip and strain a joint, strain your side or bruise yourself, Perry Davin's Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. USE

Painkiller

1132-1

THE HONGKONG DAILY PRESS. WEDNESDAY, JUNE 17TH, 1903

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"THE TIMES"

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TO SUBSCRIBE.

Present prices and terms of payment must be discontinued after the end of this week.

Any future offer will be at an increased price.

The Tenth Edition (35 vols.) of the Encyclopaedia Britannica.

The universal books of reference among English-speaking peoples: London prices for a few more days.

The World-Wide Distribution.

The following table shows at a glance the extraordinary sale of the Ninth Edition, the 24 volumes of which are included in the Tenth Edition.

British Isles	30,700
Europe	2,850
India	3,700
Australia	3,750
New Zealand	750
Africa	2,200
South America	525
Japan	1,600
Canada	8,000
United States	250,000
	Total...304,075

Note.—Comparatively few copies have been sold in the United States of the authentic A. & C. Black Edition. The larger sale in that country was directly due to the defect in the laws of copyright which made possible the issue of piratical, mutilated and abridged Editions.

In Japan, between 12th December, 1902, and 25th February, 1903, "The Times" sold 1,400 copies. About 100 copies had previously been ordered from London for subscribers in that country. In Tokyo, 100 orders were taken on 25th February, and 60 in Osaka.

A Book for Everybody.

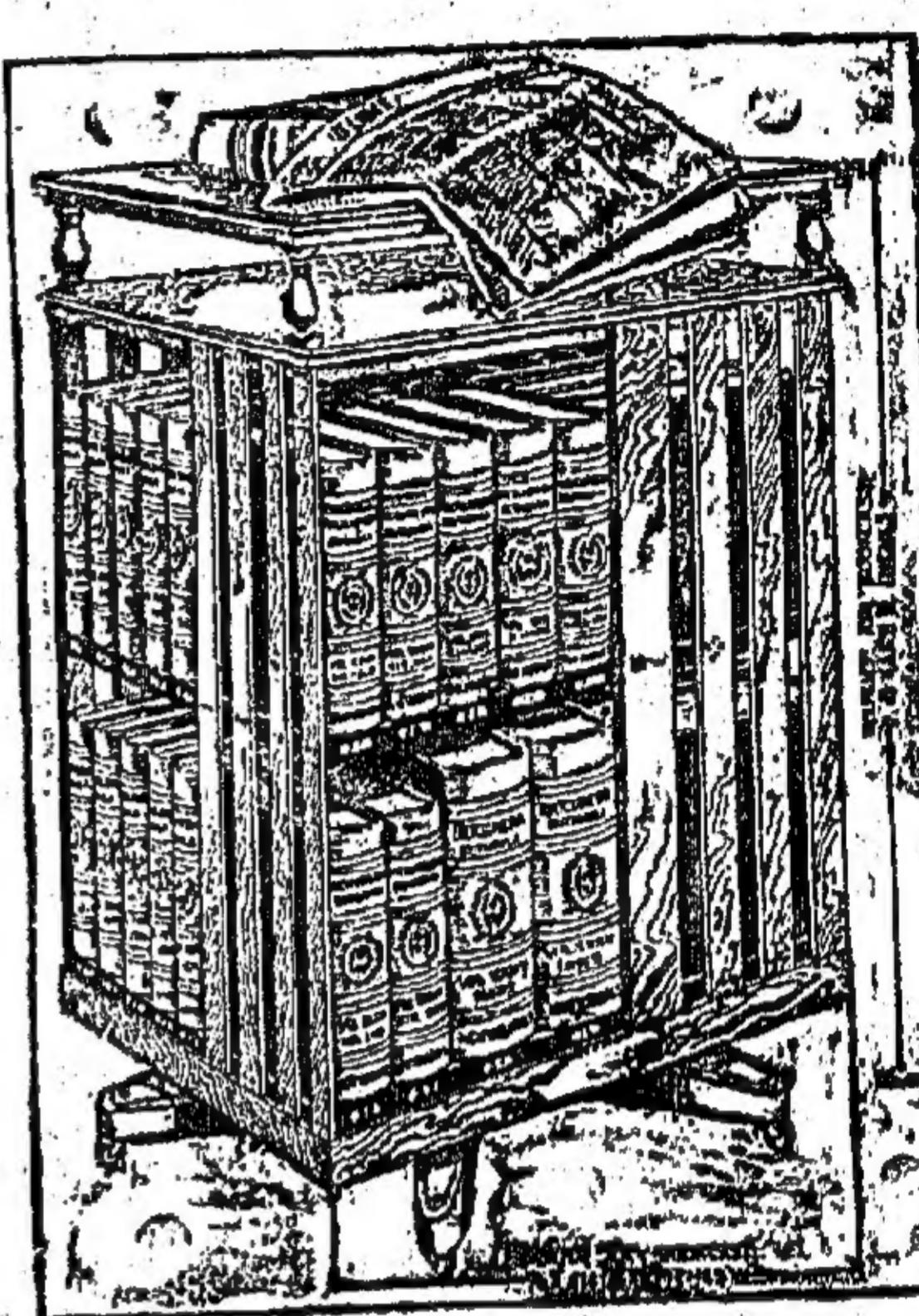
At home it is now a matter of history that the Encyclopaedia Britannica has been purchased by the foremost men of every profession and calling. This is, in itself, a powerful argument in favour of the book, but the fact that the list of subscribers in England includes the names of the Marquis of Salisbury, Field-Marshal Lord Roberts, Mr. Rudyard Kipling, the Lord High Chancellor, and Mr. Herbert Spencer, is not so much to be marvelled at as has been the acceptance of the offer in places where acceptance would not be expected. For example, one would not include among those likely to want to large a work of reference a Spanish grandee of the Court of Madrid, an Australian horse-breeder, a Polish countess, an African gold-miner, or a Straits Settlements "prospector."

One would not, off-hand, that the Encyclopaedia Britannica would have any great interest for a manufacturer of bicycles in Germany, the manager of a laundry in Calcutta, the keeper of a hotel in the Sandwich Islands, or the captain of a steamboat plying on the Irrawaddy river, in Burma. But the Spanish grandee, the Polish countess, the gold-miner, the hotel keeper, the laundry manager, the steamboat captain and the rest are all on "The Times" list.

One would not imagine that even the best educated Russians know enough English to require an English book of reference; nor would one say that the book would enjoy much of a vogue in Berlin, or Paris, or Budapest. Yet in all of these cities, as well as in hundreds of others in Europe, the Encyclopaedia Britannica will be found on the bookshelves of readers who appreciate the soundest scholarship, and who were quick to recognise in this work the only one which makes a really honest attempt to present the sum of human knowledge in a usable and therefore useful form.

In India, most of the educated Hindus talk and read in the vernacular, using English only in their dealings with the English officials and residents. More than 3,700 copies of the Encyclopaedia Britannica have been distributed in India during the past three years, and of this number more than 50 per cent. were purchased by Hindus. Their eager enthusiasm to possess it has been not less admirable than their high conscientious endeavour to adhere strictly to the terms of the contract, by virtue of which they were enabled to purchase a most helpful book of the greatest educational value to them—at a price and on such terms as were never before

possible. The Encyclopaedia Britannica has, in fact, proved itself a book for all men, the most useful single work ever published, indispensable alike to the statesman, the professional man, the student, the man of affairs, the man of business, helpful to those whose education has been interrupted, a source of profit to every thoughtful artisan, and a never-failing reservoir of practical information for everybody.



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It is a prime necessity of its very existence that the Tenth Edition of the Encyclopaedia Britannica should be a work of ample proportions, a great library in itself. This means shelf-room, and shelf-room is not always available. But the especially constructed revolving bookcase of quartered oak minimises the space occupied, and the volumes arrange themselves in it so that they can easily be reached. A limited number of revolving cases has been sent from London especially for subscribers in China.

TO POSSESSORS OF THE NINTH EDITION.

Those who already possess the 24 volumes of the Ninth Edition (the Authentic A. & C. Black Edinburgh Edition) can be supplied with the Supplementary volumes, 11 in number, at 40 per cent. discount if they subscribe now. A limited number of copies of the Supplement have been shipped from London for distribution in China. Prices, Order Forms and Prospectus may be obtained on application to Kelly and Walsh, Limited.

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For the Cloth Binding.....\$340

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Note.—The foregoing prices can apply only to the first impression of the New Volume which "The Times" has prepared in order to bring the original 24 volumes of the Encyclopaedia Britannica up to date. An extraordinary demand for the Supplement has made it possible to offer the 35 volumes for considerably less than the prices at which they can be sold hereafter. More than 30,000 persons at home who already possessed the early volumes have subscribed for the supplement, almost all of them in advance of its publication, so that "The Times" was enabled to make one consecutive "run" on the presses, and thereby to effect a large reduction in manufacturing cost. Subscribers in China are for the moment on exactly the same footing as subscribers in England, but orders should be registered promptly, as it will not be possible to guarantee indefinitely the acceptance of orders in China at the London prices, with the additional concession of free carriage from London to Shanghai and Hongkong.

SHIPPING.

ARRIVALS.

DESTINATION	SHIP'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TIME DESPATCHED
LONDON, &c. VIA PORTS OF CALL	CHIUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	20th inst. at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	CHIUSAN	Brit. str.	Holman	MCGREGOR BROS. & GOW	23rd inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CANTON	Brit. str.	Lockstone	GIBB, LIVINGSTON & CO.	About 26th inst.
LONDON VIA SUEZ CANAL	BENLOHARD	Brit. str.	Mition	BUTTERFIELD & SWINE	About 2nd July.
LIVERPOOL	PROMETHEUS	Brit. str.	Berantzen	MELCHERS & CO.	22nd July.
MASEILLES, HAVRE, CHAGEN, &c.	P. MARIE	Dan. str.	Berantzen	BUTTERFIELD & SWINE	About 24th inst.
MASEILLES, LONDON & ANTWERP	ANTWERP	Brit. str.	Berantzen	BUTTERFIELD & SWINE	25th inst.
MASEILLES, LONDON & v. SPORE, &c.	KAWACHI M.	Jap. str.	E. Fraser	NIPPON YUSEN KAISHA	27th inst. Daylight.
MASEILLES, &c. VIA PORTS OF CALL	ALGINUS	Brit. str.	Girard	MESSENGERIES MARITIMES	3rd inst. 11 A.M.
MASEILLES, LONDON & ANTWERP	PELUS	Brit. str.		BUTTERFIELD & SWINE	7th July.
MASEILLES, LONDON & ANTWERP	SEPTOR	Brit. str.		BUTTERFIELD & SWINE	21st July.
MASEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.		BUTTERFIELD & SWINE	4th August.
BREMEN, VIA PORTS OF CALL	BOON	Brit. str.	G. Melchers	MELCHERS & CO.	18th August.
HAVRE & HAMBURG	STRASBURG	Ger. str.	Melchers	HAMBURG-AMERIKAN LINE	25th inst. at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Borch	HAMBURG-AMERIKAN LINE	26th inst.
HAVRE & HAMBURG	NUMBURG	Ger. str.	Jaburg	HAMBURG-AMERIKAN LINE	1st July.
HAVRE & HAMBURG	WURZBURG	Ger. str.	v. Binsen	HAMBURG-AMERIKAN LINE	15th July.
HAVRE & HAMBURG	BADENIA	Ger. str.	Rordon	HAMBURG-AMERIKAN LINE	29th July.
HAVRE & HAMBURG	MORAVIA	Aus. str.	Schoch	HANDELS WIELER & CO.	12th August.
HAVRE & HAMBURG	VANDOBONA	Aus. str.	Cobol	SANDER, WIELER & CO.	To-day, P.M.
H. LERCHEN	ARABA	Aus. str.		BRADLEY & CO.	26th inst. P.M.
	C. TIBERGREN	Aus. str.	Williamson	SHEWAN, TOME & CO.	About 5th July.
	GLENNS	Brit. str.	Rafferty	DODWELL & CO., LTD.	25th inst.
	E. OF INDIA	Brit. str.		MCGREGOR BROS. & GOW	About 24th inst.
	TARTAR	Brit. str.		CANADIAN PACIFIC R. CO.	9th July.
	OLYMPIA	Brit. str.		CANADIAN PACIFIC R. CO.	24th inst. at Noon.
	TOA MARU	Jap. str.	Trusbridge	DODWELL & CO., LIMITED	22nd July.
	MACHAON	Brit. str.	A. Christensen	NIPPON YUSEN KAISHA	24th inst.
	INDEAVILLI	Brit. str.	E. P. Craven	PORTLAND & ASIATIC CO.	30th inst. at 4 P.M.
	KUMANO MARU	Jap. str.	E. W. Hawell	NIPPON YUSEN KAISHA	14th July.
	EASTERN	Brit. str.	Ellis	CHUB, LIVINGSTON & CO.	15th inst. at 4 P.M.
	CHINGIV.	Brit. str.	Duckstein	BUTTERFIELD & SWINE	1st July.
	AMPIRA	Brit. str.	Mecozzi	HAMBURG-AMERIKAN LINE	To-day, at Noon.
	CLAVERING	Aus. str.	T. Townsend	SANDER, WIELER & CO.	To-morrow, Noon.
	SANUKI MARU	Brit. str.	F. L. Pyne	NIPPON YUSEN KAISHA	19th inst. Daylight.
	PEKIN	Brit. str.		BUTTERFIELD & SWINE	20th inst.
	KINSHU MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	25th inst. at Noon.
	TAIYUAN	Brit. str.		BUTTERFIELD & SWINE	7th July.
	YAWATA MARU	Jap. str.	F. B. Summerville	NIPPON YUSEN KAISHA	To-day, at Noon.
	KWEITANG	Brit. str.	Martin	BUTTERFIELD & SWINE	19th inst.
	BALLIESTON	Brit. str.	T. Ogata	P. & O. S. N. CO.	About 20th inst.
	JAPAN	Brit. str.	T. Saito	BUTTERFIELD & SWINE	20th inst.
	YUNNAN	Brit. str.	Roach	OSAKA SHOSEN KAISHA	To-morrow, 11 A.M.
	DAIJIN MARU	Jap. str.		Douglas Lapraik & CO.	21st inst.
	MAIDZUERU M.	Jap. str.		BUTTERFIELD & SWINE	22nd inst.
	HAITAN	Brit. str.		TOA MARU	To-day, at Noon.
	KAIPO	Brit. str.		NIPPON YUSEN KAISHA	19th inst. at 4 P.M.
	SUNGKANG	Brit. str.		JARDINE, MATHISON & CO.	19th inst., 11 A.M.
	KUMANO MARU	Jap. str.		TOA KISEN KAISHA	20th inst., 10 A.M.
	YUNNAN	Jap. str.	S. J. Payne	SHEWAN, TOME & CO.	27th inst., 10 A.M.
	ROSETTA MARU	Jap. str.	N. Tate	BUTTERFIELD & SWINE	4th July.
	RUBI	Brit. str.	R. W. Almond		
	ZAFIRO	Brit. str.	R. W. Rodger		
	CHINOTU	Brit. str.			

DEPARTURES.

16th June.

BOMRAY MARU, Japanese str., for Bombay.

CARL DIEDERICHSN, Ger. str., for Heilow.

CHIULI, British str., for Shapshai.

DOMIC, British str., for San Francisco.

GREGORY ARGO, British str., for Calcutta.

HALLOONG, British str., for Swatow.

KOHCHIANG, German str., for Bangkok.

KUANGTAH, Chinese str., for Canton.

MONTAIS, American str., for Manila.

NANTYANG, German str., for Swatow.

OANFA, British str., for Manila.

OCEANIEN, French str., for Europe.

PITAMULOK, German str., for Hoibow.

PRINS VALDEMAR, Danish str., for Shanghai.

ROMILA MARU, Japanese str., for Manila.

SHINANO MARU, Jap. str., for Seattle.

SULLBERG, German str., for Port Arthur.

TAYABAR, American str., for Amoy.

YUNNAN, British str., for Sourabaya.

VESSELS IN DOCK.

16th June.

ABERDEEN DOCKS.—Verona.

KOWLOON DOCKS.—Canton River, San Joaquin, Taik-hong, Cleveing, Kippon Maru, Dogmar, Pierre Antoinia.

COSMOPOLITAN DOCK.—Kowloon.

SHIPPING REPORTS.

The British steamer *Karfong*, from Iloilo 12th June, experienced light N. to N.W. winds and smooth sea, lat. 15° 35' N., long. 110° 30' E.; thence moderate S.W. winds and fine weather.The British steamer *Haiku*, from Coast Ports 15th June, had frost N.E. wind and rain to Amoy. From Amoy to Swatow fresh easterly wind, fine, clear and cloudy sky. From Swatow to port light S.W. wind and fine, clear weather. Vessels at Amoy—*Fungshan* and *Hongwan*. At Swatow—*Siehan* and *Changchow*.The Chinese steamer *Kwangtung*, from Shanghai 12th inst., had light S. to S.W. winds and sea with fine and cloudy weather, hazy at times down to Tumtabong; light variable winds with equally and rainy weather down to Chapel Island and from there to Breaker Point more rate following wind and sea. From there to port strong S.W. wind and sea with equally weather.

VESSELS ON THE BERTH.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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THE Company's Steamship

"MORAVIA."

Captain Soich, will be despatched as above to-day, the 17th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents,

Princes' Buildings.

Hongkong, 2nd June, 1903.

THE Steamship
"AMBRIA."
Captain Duckstein, will be despatched for the above ports TO-DAY, the 17th inst., at Noon.
For Freight, apply toHAMBURG-AMERIKAN LINE,
Hongkong, 16th June, 1903.

1723

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Ranch, will be despatched for the above ports TO-MORROW, the 18th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 16th June, 1903.

1724

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO, MEXICO and SAN FRANCISCO.

THE Steamship

"CLAVERING."

Captain Barton, will be despatched for the above ports TO-MORROW, the 18th inst., at Noon.

For Freight, apply at the Company's Office,

35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th June, 1903.

1725

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain S. J. Payne, will be despatched as above on FRIDAY, the 19th inst., at 4 P.M.

This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHISON & CO., General Managers.

Hongkong, 15th June, 1903.

1726

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH and LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN."

Captain W. W. Cooke, carrying His Majesty's

Mails, will be despatched from this for Bombay,

on SATURDAY, the 20th JUNE, at Noon,

taking passengers and cargo for the above ports.

Silks and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceeding

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIONE"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE:

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS VIA NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 14th July.
The a.s. "PROMETHEUS" left Singapore on the 12th inst., and is due here on the 17th inst.	"NINGCHOW"	
The a.s. "HYSON" left Shanghai on the 12th inst., for this port.		
The a.s. "OANEA" left Tacoma on the 14th inst. for Kobe and Hongkong.		
For Freight, apply to		

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, SAMARANG and SOURABAYA	"YUNNAN"	On 17th June.
MANILA	"SUNGKUANG"	On 17th June, Noon.
CHEFOO and TIENTSIN	"KWEIYANG"	On 19th June.
CEBU and ILOILO	"KAIPOONG"	On 22nd June.
MANILA	"CHINGTU"	On 4th July.
POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	On 4th July.
KOBE	"TAIYUAN"	On 7th July.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to		

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th June, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	"CHUSAN" W. W. Cooke	Neon, 20th June	Ses Special Advertisements.
SHANGHAI	"BAILARAT" F. N. Summers	About 20th June	Freight or Passage.
KOBE	"PEKIN" Longden	About 20th June	Freight only.
SHANGHAI, KOBE and JAPAN	"CANTON" Martin	About 26th June	Freight or Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA	"CANTON" Lockstone	About 26th June	Freight or Passage.

For further Particulars, apply to E. A. BEWETT, Superintendent.

Hongkong, 16th June, 1903.

OSAKA SHOSEN KAISHA.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIJIN MARU" T. OGA	FRIDAY, 19th June.
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU" T. W. GROVES	THURSDAY, 25th June.
ANPING, VIA SWATOW AND AMOY	"MAIDZURO MARU" T. SATO	SUNDAY, 21st June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail subject to periodical inspection by the Government Marine Surveyors and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 15th June, 1903.

T. ARIMA, Manager.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL	THE Steamship	"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL

T	"GLENESK"	Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.
		For Freight or Passage, apply to MCGREGOR BROS. & GOW, Hongkong, 6th June, 1903.

THE Russian Steamer

"HERMANN LERCHE," 1,978 tons, will be despatched for the above port on or about the 5th July.

For Freight, apply to BRADLEY & CO., Agents.

Hongkong, 1st June, 1903. [1691]

FOR ODESSA.

THE Russian Steamer

"BENLIMOND," Captain Mutton, will be despatched as above on or about the 2nd July.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1903. [1691]

FOR DUBLIN.

THE Undersigned GENERAL AGENTS

THE Undersigned GENERAL AGENTS

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Choofo Hanchung Pakiho
Weihaiwei Hangchow Holow
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NEW PLAN OF HONGKOW (SHANGHAI) with

Inset Showing the Extended Settlement

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including:-

TREATIES WITH CHINA

Great Britain—Nanking, 1842 Tientain,

1858; Tariff Agreement and Rules, 1858;

Convention 1860; Edict for Joint Investigation

of Customs Seizures, 1860; Chefoo,

1876, with Additional Article; Opium Con-

vention, 1883; Chungking Convention, 1881;

Tibet Sikkim Convention, 1890; Burma

Convention, 1897; Kowloon Extension, 1888;

Weihaiwei Convention, 1898; Commercial

Shanghai, 1892.

France—Tientain, 1858; Convention, 1860;

Tientain, 1858; Conventions, 1866, 1867, and

1895; Frontier Trade Regulations.

United States—Tientain, 1858; Additional

1862; Peking, 1860; Immigration, 1894.

Germany—Tientain, 1861; Peking, 1880;

Kiaochow Convention, 1888; Railway and

Mining Concession, 1896.

Japan—Shimoneski, 1895; Liaotung Con-

vention, 1895; Commercial, 1896; New Ports,

1896.

Russia—St. Petersburg, 1891; Russian Land

Trade, 1891; Port Arthur and Tumenau

Agreement, 1893.

Portugal, 1888.

FIVE PAPER CO. made between China and

Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1864; Duties Convention, 1895;

Russia, Agreements as to Corea; United

States Extradition Treaty, 1895.

(Continued from page 5.)

TREATIES WITH SIAM
Japan, 1873; Japan Supplementary, 1876;
United States, 1892; Great Britain, 1895;
Trade Regulations.

TREATIES WITH SIAM
Great Britain, 1856; France, 1853; Japan, 1893;
Russia, 1893.

TREATIES WITH SIAM
Great Britain and Russia, 1893.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, 1865, 1877, 1878
1881, 1884, 1886, 1888; Rules of
H.B.M.'s Supreme and other Courts in
China; &c.; Tables of Court and Consular
Fees; Charter of the Colony of Hong-
kong; Malacca Federation Agreement; New Table of Hongkong Court Fees; Admiralty
Rules, Foreign Jurisdiction Act; Regula-
tions for the Consular Courts of United
States; United States Consular and Courts
Fees; Rules of Court of Consular of Shanghai
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Chinese Passenger Act; Hongkong Licences
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THE PROVINCE

AVERAGE MARKET PRICES.

June 11th, 1903

The Prices are given in Dollar Cents.

BUTCHER MEAT.

肉桂雞	Mi Loong Pa Yuk — Beef, sirloin & prime cut	16
肉桂雞	Ham Ngau Yuk — Corned Beef	16
肉桂雞	Ham Ngau Yuk — Beef	16
肉桂雞	Ham Ngau Yuk — Beef, corned	16
肉桂雞	Ham Ngau Yuk — Beef Steak	16
肉桂雞	Ham Ngau Yuk — Cheung-Sausage	16
肉桂雞	Ham Ngau Lo — Bullock's Brain	7
肉桂雞	Ham Ngau Li — Bullock's Tongue, fresh	15
肉桂雞	Ham Ngau Li — corned	15
肉桂雞	Ham Ngau Li — Bullock's Head	15
肉桂雞	Ham Ngau Li — Heart	15
肉桂雞	Ham Ngau Kim — Beef Hump, salt	15
肉桂雞	Ham Ngau Kuk — Bullock's Foot	15
肉桂雞	Ham Ngau Lo — Bullock's Kidney	8
肉桂雞	Ham Ngau Mi — Bullock's Tail	10
肉桂雞	Ham Ngau Kon — Bullock's Liver	9
肉桂雞	Ham Ngau Lo — Bullock's Tripe, undressed	5
肉桂雞	Ham Ngau Chai-tak Keuk — Calves-head and Feet	22
肉桂雞	Young Pi Quak — Mutton Chop	22
肉桂雞	Young Po — Leg of Mutton	22
肉桂雞	Young Shau — Mutton Shoulder	20
肉桂雞	Young Tau — Sheep's Head per set	45
肉桂雞	Young Sam — Sheep's Heart	45
肉桂雞	Young In — Sheep's Kidney	9
肉桂雞	Young Kon — Sheep's Liver	15
肉桂雞	Chu Kuk — Pig's Foot	12
肉桂雞	Chu hap — Pig's Eye	12
肉桂雞	Chu tau — Pig's Head	14
肉桂雞	Chu Ju — Pig's Kidneys	pair
肉桂雞	Chu Kon — Pig's Liver	18
肉桂雞	Chu I — Pig's Liver	20
肉桂雞	Chu I — Pork Chop	18
肉桂雞	Chu Sam — Pig's Heart	each
肉桂雞	Chu In — Pig's Kidneys	each
肉桂雞	Chu Kon — Pig's Liver	18
肉桂雞	Chu Teu — Sucking Pig (to order)	18
油牛牛	Song Ngau Yau — Beef Suet	18
油牛牛	Song Young Yau — Mutton Suet	18
油牛牛	Ngau Tse — Veal	15
油牛牛	Ngau Lap Cheung — Beef Sausage	15
油牛牛	Ngau Lap Cheung — Veal	15
POULTRY.		
仔雞	Ky Teu — Chickens	32
雞	Sin Ky — Capons	30
鴨	Pau Kau — Doves	each
鴨	Canton Sui Ap — Wild Duck, Canton	pair
鴨	Ap — Ducks	25
鴨	Ky Tan — Hen's Eggs	doz
鴨	Ky Fowl, Canton	18
鴨	Hoi Kai Nai — Fowls, Hainan	24
鴨	Ngo — Geese	24
鴨	Shanghai Yo Ngo — Geese, Wild	24
鴨	Shanghai — pair	24
鴨	Pak Kup — Pigeons, Hollow	36
鴨	Um Chan — Quail	18
鴨	To Tseu — Hare	31
鴨	Shan Ky — Pheasant	31
鴨	Cho Ku — Partridge	each
鴨	Wo Fei — Quail	doz
鴨	Sa Choy — Rice Birds	each
鴨	Sui Ap — Teal	each
鴨	Fo Ky Kung — Turkeys, Cook	70
鴨	Fo Ky Mo — Turkeys, Hen	60
FISH.		
魚	Ka Yu — Barbel	11
魚	Bei Yu — Bream	11
魚	Tam Sui Yu — Canton Fresh-water Fish	13
魚	Bei Yu — Carp	15
魚	Mun Yu — Codfish	each
魚	Hy — Crabs	18
魚	Muk Yu — Cuttle Fish	11
魚	Wong Mi Lun — Dace	10
魚	Tu Tu Sa — Dog Fish	8
魚	Hoi Siu Lun — Eels, Conger	10
魚	Tam Sui Siu — Eels, Fresh water	15
魚	Wong Siu Lun — Eels, Yellow	22
魚	Tin Yau — Frogs	28
魚	Sik Pan — Gourami	60
魚	Kai Kui Yu — Gudgeon	12
魚	Cho Fai Yu — Herring	15
魚	Wong Yu — Fabrus	14
魚	Wu Yu — Loach Fish	24
魚	Long Ha — Lobsters	22
魚	Cho Yu — Mackerel	23
魚	Chai Yu — Mullet	20
魚	Mong Yu — Monk Fish	24
魚	Sing Hoo — Oyster	18
魚	Ky Kung Yu — Parrot Fish	18
魚	Tau Lo — Porch	14
魚	Hau Tse Yu — Pike	18
魚	Fei Tseu — Pike	18
魚	Pak Chong — Pomfret, White	20
魚	Hak Chong — Black	32
魚	Ming Ha — Prawns	32
魚	Pi Lo Sa — Ray	9
魚	Sik Kan Kung — Book Fish	14
魚	Chun Yu — Roach	11
魚	Sa Yu — Shark	8
魚	Ma Yu Yu — Salmon, Canton	15
魚	Seng Yu — Salmon, Fresh Water	15
魚	Ha — Shrimps	24
魚	Fo Yu — Shrimp	22
魚	Lop Yu — Snapper	22
魚	Tai Sa Yu — Soles	24
魚	Was Yu — Tench	14
魚	Cho Hau Yu — Turbot	16
魚	Kuk Yu — Turtles, small, freshwater	70
魚	Pak Bit Yu — White Bait	—
FRUITS.		
仁香	Hing Yuan — Almonds	20
仁香	Kau San Ping Qor — Apples, California	50
高平淡	Tin Chun Pin Qor — Apples, Chefoo	1b.
高	Fai Tung — Apples, small, Chefoo	1b.
枝桂	Fan Chi — Apples, Custard, Macao	each
高平木	Yat Poo Ping Qor — Apples, Japanese	1b.
高	Sans Heung Chiu — Bananas, fragrant, Canton	4
高	Shan Heung Chiu — Bananas, bracts, Macao	—
高	Ye Tze — Coccoanuts, each	8
高	Mo Ta Tze — Grapes, 1b. 1st q.	8
高	Fat Lan San Ligmon — Lemons	5
枝桂	Lai Chi — Liches, Fresh, 1st q.	—
枝桂	Li Chi — Liches, Dried, 1b.	15
枝桂	Ning Mow — Lemons, Sago	15
枝桂	Laung Mong — Mango, Mangos each	15
枝桂	On Nang Nong — Mango, Sago	15
枝桂	Shan Chuk Iez — Mangosteens, 1st q. per 100	30
枝桂	Shan Chuk Iez — Mangosteens, 2nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 3rd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 4th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 5th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 6th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 7th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 8th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 9th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 10th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 11th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 12th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 13th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 14th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 15th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 16th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 17th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 18th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 19th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 20th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 21st q.	—
枝桂	Shan Chuk Iez — Mangosteens, 22nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 23rd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 24th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 25th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 26th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 27th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 28th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 29th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 30th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 31st q.	—
枝桂	Shan Chuk Iez — Mangosteens, 32nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 33rd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 34th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 35th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 36th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 37th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 38th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 39th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 40th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 41st q.	—
枝桂	Shan Chuk Iez — Mangosteens, 42nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 43rd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 44th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 45th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 46th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 47th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 48th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 49th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 50th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 51st q.	—
枝桂	Shan Chuk Iez — Mangosteens, 52nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 53rd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 54th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 55th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 56th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 57th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 58th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 59th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 60th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 61st q.	—
枝桂	Shan Chuk Iez — Mangosteens, 62nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 63rd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 64th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 65th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 66th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 67th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 68th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 69th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 70th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 71st q.	—
枝桂	Shan Chuk Iez — Mangosteens, 72nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 73rd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 74th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 75th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 76th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 77th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 78th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 79th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 80th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 81st q.	—
枝桂	Shan Chuk Iez — Mangosteens, 82nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 83rd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 84th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 85th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 86th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 87th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 88th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 89th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 90th q.	—
枝桂	Shan Chuk Iez — Mangosteens, 91st q.	—
枝桂	Shan Chuk Iez — Mangosteens, 92nd q.	—
枝桂	Shan Chuk Iez — Mangosteens, 93rd q.</	